

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons..... Captain H. D. Jones.
 "POWAN," 2,338 "..... " R. D. Thomas.
 "FATSHAN," 2,250 "..... " W. A. Valentine.
 "HANKOW," 3,073 "..... " C. V. Lloyd.
 "KINSHAN," 1,995 "..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,908 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 3 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honsam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 tons..... Captain J. Wilcox.
 "NANNING," 180 "..... " C. Burchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahning, Kumchuk, Kan-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 Fares:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

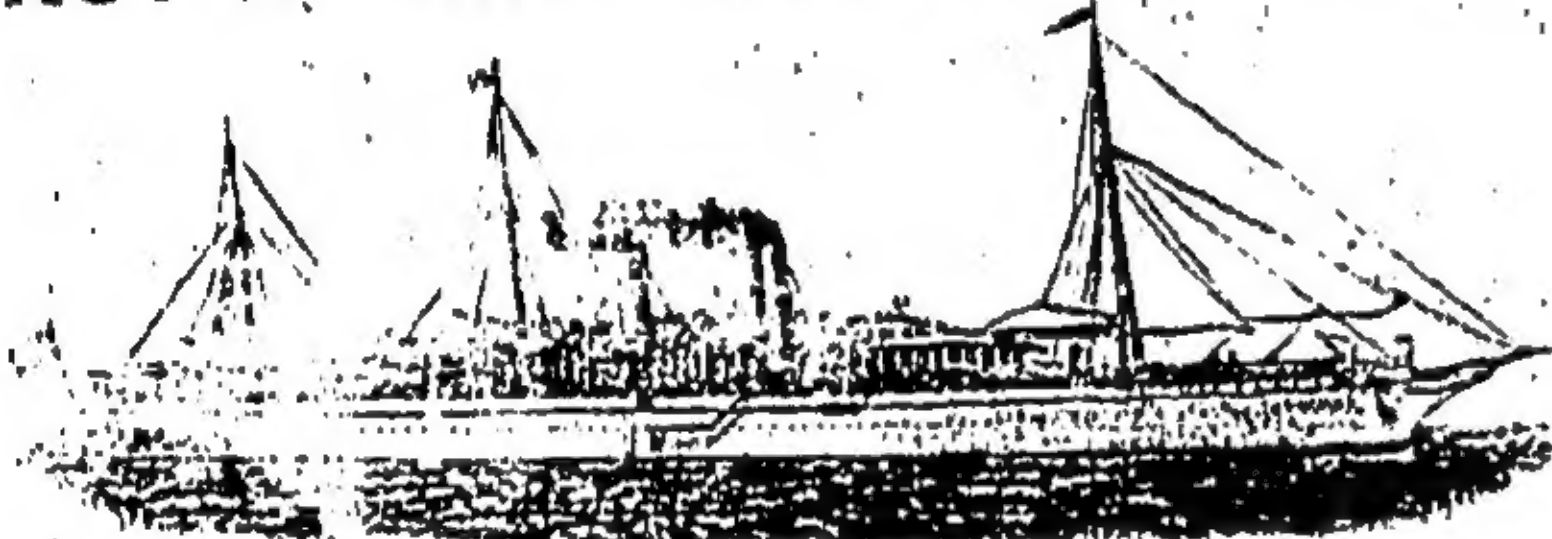
S.S. "TAK HING," Capt. R. Biras. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 Fares:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons..... WEDNESDAY, 24th May.
 "EMPEROR OF CHINA" 6,000 "..... WEDNESDAY, 31st May.
 "EMPEROR OF INDIA" 6,000 "..... WEDNESDAY, 21st June.
 "TARTAR" 4,425 "..... WEDNESDAY, 5th July.
 "EMPEROR OF JAPAN" 6,000 "..... WEDNESDAY, 12th July.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Palliser's Street.

HAMBURG-AMERIKA LINIE.

ORIENTALISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA.....	HAVRE, BREMEN and HAMBURG.	11th May.
Schoenfeld.....	(Calling at S'PORE, PENANG & COLOMBO).	
O. FERD. LAEISZ.....	HAVRE and HAMBURG.	12th June.
von Hoff.....	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA.....	HAVRE and HAMBURG.	26th June.
Russ.....	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA.....	HAVRE and HAMBURG.	12th July.
Hildebrandt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ASILIA.....	HAVRE and HAMBURG.	26th July.
.....	(Calling at S'PORE, PENANG & COLOMBO).	
NUBIA.....	NEW YORK VIA SUEZ.	2nd June.
Habel.....	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Onees's Buildings.

Hongkong, 9th May, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast, and perfectly harmless, and produce a charming effect not attained by any other. As the competition is only known to me, H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA
 ANTWERP, BREMEN/HAMBURG
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON.....	WEDNESDAY, 24th May.
BAVERN.....	WEDNESDAY, 7th June.
ZIETEN.....	WEDNESDAY, 21st June.
DARMSTADT.....	WEDNESDAY, 5th July.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAVERN.....	WEDNESDAY, 11th October.
GNEISENAU.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON," of the NORDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,303	TUESDAY, 30th May.
WILLHAD.....	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR.....	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	WILLHAD	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DARMSTADT	WEDNESDAY, 7th June.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 10th May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP...	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH...	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 1st May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
 7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
 8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
 9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
 12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
 1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
 2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
 2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
 3.00 p.m. to 4.00 p.m. ... Every 10 minutes.
 4.00 p.m. to 5.00 p.m. ... Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
 9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
 9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
 12.00 Noon to 1.00 p.m. ... Every 10 minutes.
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
 3.00 p.m. to 4.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers,
 Hongkong, 19th December, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS.

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREA

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 98 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

C. W. MEAD, C. E., President and Shanghai Manager.
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.
 Hongkong, 2nd February, 1905.

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROBE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

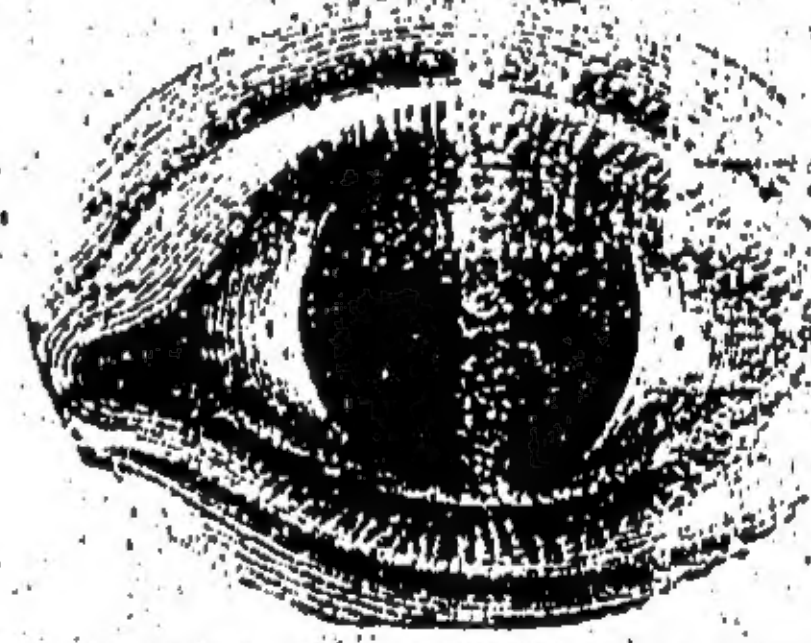
IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child.

Minimum of Price, Weight and Size.

Hongkong, 10th May, 1905.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Ineffective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road
 Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PILGRIM'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

201

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LAGE
AND
MUSLIN
CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP
SHADES!!!
CANDLE
SHADES!!!

ELECTRIC-
LIGHT
SHADES!!!

DAINTY
AND
ELEGANT,
Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.

A Selection of
**DAINTY GLASS
FLOWER
VASES.**
&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th May, 1905.

Notices of Firms.

NOTICE.

WE have this day WITHDRAWN our
POWER OF ATTORNEY in favour of
Mr. ERNEST J. MOSS, the late Manager of
our Poochow Branch, who is no longer in the
employ of our Firm.

DODWELL & CO. LIMITED.
Hongkong, 8th May, 1905. [552]

NOTICE.

WE have authorized Mr. FREDERICK
SALINGER to Sign our Firm from this date.

REISS & Co.
Hongkong, 5th May, 1905. [554]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 11th May, 1905, at Noon, at Causeway Bay,
THE Steam Launch

"COMPETITOR,"
formerly known as
"COURIER."

PARTICULARS:

Length between Perpendiculars ... 53 ft. 8 in.
Breadth Extreme ... 11 ft.
Depth Moulded ... 5 ft. 3 in.
Gross Tonnage ... 22 tons.
Net Tonnage ... 10
Working Pressure ... 100 lbs.
Boiler—Steel 4 ft. 6 in. Diameter 6 ft. 5 in. long.
Engines—Compound, Non-Condensing.
Cylinders—H.P. 7 1/2, L.P. 14, stroke 9'.
A Steam Launch will leave BLAKE PIER at
11.30 A.M. to convey intending purchasers.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 8th May, 1905. [551]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON
FRIDAY AND SATURDAY,
the 12th and 13th May, 1905, commencing each
day at 2 P.M. sharp,
at their Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A VERY FINE COLLECTION OF
JAPANESE CURIOS & WORKS OF ART,
Comprising:—

SILK-EMBROIDERED PALACE and
TEMPLE HANGINGS, RED COVERS,
CUSHIONS, Very Fine SATSUMA TEA
SETS, VASES, WALL PLATES, INCENSE
BURNERS, BRONZE and BRASS VASES,
SILK-EMBROIDERED SCREENS, GOLD
and SILVER CLOISONNE WARE, IVORY
CARVINGS, GOLD LACQUERED CABI-
NET, &c., &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th May, 1905. [559]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
OF
VALUABLE LEASEHOLD PROPERTY,
situate at Caine Road, Victoria, Hongkong,

ON
FRIDAY,
the 12th May, 1905, at 3 P.M.,
BY
Mr. GEO. P. LAMBERT, Auctioneer,
at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land
Office as Section A of Inland Lot No. 423
and Section A of Inland Lot No. 523 with the
Messuage and Buildings thereon, known as
"DINDER," No. 51, Caine Road, and contain
in the whole 59,138 square feet, and are held
from the Crown for the residue of the respec-
tive terms of 999 years. Annual Crown
Rent \$76.65.

For further particulars and conditions of
sale, apply to—

EWENS & HARTON,
Solicitors for the Mortgagee,

or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 5th May, 1905. [558]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 15th day of May,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND above Conduit Road, in the Colony
of Hongkong, for a term of 75 years, com-
mencing from 10th July, 1897.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Area in Square Feet	Annual Rent	Direct Price
1	Island Lot No. 423	ft. ft. ft. ft. ft. ft.	5.56	5,560	50	1,475
2	Island Lot No. 523	ft. ft. ft. ft. ft. ft.	5.56	5,560	50	1,475

Hongkong, 6th May, 1905. [548]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast, supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905. [62]

THE BENEFICIAL BANANA.

BY HAROLD CRICHTON-BROWNE.

Professors of Dietetics tell us that the banana
is not, as so many fruits are, a flavour and
nothing more, but a food and a source of real
nutrition. It is at once useful and delicious.
It not only gratifies the palate, but supplies
material for combustion and the maintenance
of animal heat; while it also builds up the
muscles and repairs the worn and threadbare
nerves. The flour made from it in the dried
state is equal in nutritive value to rice, and
how invigorating and sustaining rice is has
been demonstrated in the recent achievements
of the Japanese. Dried and sprinkled with
sugar, a form in which it has been recently in-
troduced into this country, the upstart banana
is, weight for weight, as nutritious as the vener-
able fig.

But it is in the fresh state, clad in its primrose
tunic—the stripping off of which is in itself a
fascinating operation—that the banana chiefly
appeals to us. Its creamy succulence and
delicate odour are inviting, and its pleasant
savour is a prelude to good digestion. Depen-
dent as that savour is on an ethereal body which
the coal-tar investigators have not yet been
able to imitate by any chemical essence, it is
a subtle stimulus to all subsequent alimentary
processes. And thus it is that the banana is
an eminently digestible food. No sense of
oppression or drowsiness follows on a
meal of it, and a meal of it may be bulky
enough. I have seen a West Indian negro
consume twenty stalwart bananas at a sitting;
and thereafter display unwonted vivacity. It
seems to be mainly absorbed by the stomach,
and this fact, together with the small amount
of waste matter it contains—95 per cent. of its
substance possessing nutritive properties—has
led a number of American physicians—Dr.
Usery, of St. Louis, being prominent amongst
them—to recommend it as a food in typhoid
fever. Its employment under such circum-
stances, it is said, ensures through the stomach
an adequate supply of bland nourishment,
without imposing any strain upon the at-
tenuated and abraded alimentary canal. In
other diseases and in certain dyspeptic dis-
orders a banana-cure, like the grape-cure, may
prove profitable, and it seems just possible
that this mild and gentle fruit may become a
powerful auxiliary to our temperance reformer.
It mixes badly with alcohol in any form, and
becomes indigestible when taken with spirits,
and it is alleged that the habitual use of it
diminishes the drink craving where that exists.
This remains to be tested by experiment, but
Captain Parsons, of the Port Kingston, of the
Direct Imperial line, assured me that since the
men on his ship, seamen and stokers, have
been allowed to partake at discretion of the
banana—which always forms a considerable
part of the cargo, the consumption of alcoholic
beverages have been greatly reduced.

Perhaps some of the salutary effects of the
banana may be due to the tract of copper it
contains. A little iron is essential to the blood,
and a little copper may subserve some useful
purpose in the human economy. It subserves
a highly ornamental purpose in the case of
some of the birds. The brilliant red of the
wing feathers of the turacos is due to a colour-
ing matter containing copper derived from the
banana, or its twin brother the plantain, upon
which these birds exclusively feed. The banana
cannot be recommended as a cosmetic. The
coloured races who have hitherto been
chiefly addicted to it have no complexion to
speak of, and the scarlet pigment in the wings
of the turacos being soluble in water is apt to
be washed out by a shower, but, perhaps, by
its wholesomeness as a food it may contribute
to cutaneous clarity.

The banana is not what is called an acquired
taste. An appreciation of it is not reached
through slow stages of diminishing repulsion,
but comes at the moment of first introduction.
It is acceptable at all ages. The infant absorbs
it greedily; children devour it with delight,
the adult does not despise it, and the edentulous
octogenarian blesses its agreeable tenderness.
And fortunately the appreciation of its merits
is spreading rapidly. Not so long ago it was
a delicacy in the compte of the rich man. To-
day it is to be seen on the huckster's barrow
in all our large towns, and it is to be hoped that
the supply of this most wholesome and delect-
able food will increase rapidly, while the price
of it diminishes, so that an ample supply of
it may be brought within the reach of all.
Thanks to the establishment of a direct line of
steamers, bananas are now being brought from
Jamaica in prime condition—bananas, too,
of unsurpassed excellence. The people of this
country, having been accustomed to the smaller
banana brought from the Canaries and Madei-
ra, were at first prejudiced against the larger
fruit of the West Indies. But having eaten
bananas both in Madeira and Jamaica, I can
testify that those grown in the latter island are
as regards sweetness, flavour and keeping quali-
ties on a par with the finest the former can
produce, and as they are larger they are cheap-
er as a food. Nothing can be more delicious
than the Martinique banana—that is the bana-
na grown in Jamaica—in its native home, and
now by the care bestowed on it during transit,
when the temperature around it is regulated
from hour to hour, it can be distributed in this
country while at its best.

The Americans have learned the merits of Ja-
maica bananas. Before the hurricane of August,
1903, no fewer than twenty-one boats per week
left Jamaica for the United States laden with bana-
nas, and notwithstanding the devastation then
wrought, the export to the United States is now
larger than ever. But Jamaica is capable of
meeting all our requirements as well as those
of America, and it ought to encourage us in
the use of her bananas to remember that the
development of her fruit trade will be of great
benefit to this long-suffering and much-suffer-
ing colony. Brighter days are dawning on that
highly saccharine island, and her prosperity
will be hastened and heightened if the people
of this country will only do justice to her
bananas.

I have said that as food nothing can be
better than the Martinique banana, but if other

varieties are desired she will not be slow to
furnish them. We have fancy biscuits as
well as bread, and if the Martinique banana be
thought too solid and substantial for the
desert table, there is the smaller, Chinese
banana, or the pretty little Almeida, with its
fingers only three inches long, making a dainty
and decorative dish. Experiments are being
carried on by Mr. Farnett at the Hope
Botanical Gardens with other varieties, so none
of these days we may have fruits superior to
any which we now possess.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 110 1/16
Do demand 110 9/16
Do 4 months' sight 110 11/16
France—Bank T.T. 236
America—Bank T.T. 152
Germany—Bank T.T. 192
India T.T. 140 1/2
Do demand 140 1/2
S'ingapore—Bank T.T. 7 1/2
Japan—Bank T.T. 92 1/2
Java—Bank T.T. 112 1/2

Buying.

4 months' sight L/C. 110 13/16
6 months' sight L/C. 110 15/16
30 days' sight San Francisco & New York 46 1/2
4 months' sight do. 47
20 days' sight Sydney and Melbourne 111 1/16
4 months' sight France 120
6 months' sight do. 120
4 months' sight Germany 192 1/2
Bar Silver 26 1/2
Bank of England rate 21 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 1,100/1,130
" Old 1,150/1,180
" New 1,200/1,230
" Oldest 1,300/1,350
Per chest
" de New 1,130
" de New 1,100
" de New 1,100

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given in every purchase.

at QUEEN'S ROAD,
"Valentin" Building.

THE WISE MAN

BUYS A "SINGER", IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE.

FREE INSTRUCTION;
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when
all nature's powers are harnessed by the scientific
method, and the result is a discovery of a new
and powerful medicine, which has been found to
be a cure for all diseases of the blood, and for
all diseases of the system, and for all diseases
of the organs, and for all diseases of the
nervous system, and for all diseases of the
digestive system, and for all diseases of the
respiratory system, and for all diseases of the
genitourinary system, and for all diseases of the
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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

**WATSON'S
CELEBRATED**

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BLEND

**A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.**

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

JOHN ROBERTSON & SON, LD.

J. R. D.

WHISKIES WHICH WE SELL

HAVE BEEN AWARDED

GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

GREGOR & Co.,

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho-foe Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 29th April, at Singapore, the wife of A. L. K. VAN RENESSE, of a daughter.

MARRIAGE.

On the 27th April, at Singapore, BERTIE CECIL MARSH, to FLORENCE MARY WILLIAMS-ROBERTSON, niece and adopted daughter of Colonel Robertson, of Melbourne, Australia.

DEATH.

On the 28th April, at Kuala Lumpur, MARGARET ANNABEL, wife of Logan Tod.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 10, 1905.

KAMRAH AND HONKOH BAYS.

During the past few months there has been a great shifting of the balance of power in Europe, owing, first, to the war between Russia and Japan, and, secondly, to the entente cordiale between England and France. Everyone must have noticed that the Dual Alliance between France and Russia has been growing weaker day by day, and although much has been made out of the alleged breach of neutrality on the part of France in permitting the Baltic Fleet to remain for so long in territorial waters along the Annam Coast, the reassuring statements from the Government of Indo-China should go far towards minimising the danger of international complications, which at one time looked so threatening. It is but natural that the Japanese Government should regard the coaling of the Baltic Fleet in such waters as a serious breach of neutrality, and in the earlier stages of the squadron's long journey to the Far East undoubtedly communicated with the several European governments in this sense. These communications were viewed in the nature of a formal protest, and the Governments addressed have certainly been given to understand that, in the, now improbable, event of the fleet doing damage to Japanese commerce claims for compensation would be lodged against the Powers concerned by the Mikado's Government. Meanwhile, the British Admiralty have not lost sight of the possibilities of complications arising and long since caused inquiries to be made, with the view of ascertaining the particulars of all the ships, with their crews, of British register and origin, attending the Russian warships as transports or colliers. It was recognised in official quarters that the capture or sinking of any of these British ships might raise very delicate questions, notwithstanding, of course, that such ships by engaging themselves to the Russians, might have placed themselves out of British jurisdiction. It may be assumed, however, that vessels engaged in this trade, after discharging their cargoes will clear out to neutral ports as in the case of a couple of colliers arriving here yesterday, as it may be taken for granted that nine-tenths of them would be unable to offer any resistance to the Japanese who would capture rather than sink them. When once the transports have discharged their cargoes and left the dangerous vicinity of the Russian fleet and entered a neutral port such as Hongkong, the difficulty of again getting off with a contraband cargo will be found to be more real than apparent.

LOCAL AND GENERAL.

THREE further cases of plague were notified as having occurred in the Colony during the past twenty-four hours.

THE chaplain of the Missions to Seamen begs to acknowledge with thanks the following gifts to the Seamen's Institute, Wanchai:—R. A. B. Ponsonby Esq. 2 parcels of books for the library; the proprietors of the *Hongkong Telegraph*, *China Mail*, *Daily Press*, and *S. C. M. Post* one copy of the paper daily, and Messrs. Gregor & Co. one case of lemon squash.

NEGOTIATIONS are, says the *British North Borneo Herald*, in progress with the Sabah S. S. Company, by which it is hoped that Sandakan will get a weekly mail service. The N.D.L. steamers run regularly every fortnight and the Sabah boats will probably follow seven days after each N. D. L. Instead of leaving Sandakan on the 1st and 16th of each month as formerly.

THIS morning Sergeant Watt placed Chin Heung, a youthful Chinaman, before Mr. F. A. Hazeldan, on the charge of loitering about the grounds of the Government Civil Hospital, about half-past ten o'clock last night. He had no plausible defence to set up, and his Worship sentenced him to pay a fine of \$100, or three months' imprisonment, and six hours' exposure in the stocks.

A VERY diminutive Chinese boy and an ordinary-looking Chinaman were this morning placed by Inspector Gauld before Mr. G. N. Orme, the lad charged with stealing two yases from a Japanese curio dealer, Praya East, and the latter, a second hand furniture dealer, 404, Lower Lascar Road, with receiving the same well-knowing them to have been stolen. The man said he bought them from the boy for \$3, but the boy said he was only paid \$1.50 for the yases. The boy admitted his theft of the same. The case was remanded, the lad in custody, the man being released on bail of \$300.

A PROSPECTUS is issued by the Associated Newspapers, Limited, with a capital of one million six hundred thousand pounds, for the purchase, carrying on and developing of the *Daily Mail*, established in May 1896; the *Illustrated Mail*, established in July 1899; the *Overseas Mail*, established in November 1904; the *Evening News*, in 1881; the *Weekly Dispatch* in 1901, all belonging to the Harmsworth Brothers. The profit thereon averaged a hundred and fifty-two thousand pounds per annum from October, 1891, to October, 1894. The purchase price is one million and three hundred and seven thousand pounds, of which one million and seventy thousand is for the goodwill.

THE April number of the *South China College* contains much interesting material and quite a number of portraits of those associated with the teaching of the rising generation of China. The Rev. J. A. Sibley, secretary of the committee, furnishes an account of the fifth triennial meeting of the Educational Association of China, and remarks upon the "wonderful opportunities to influence the youth of this great empire through educational institutions and to prepare them for useful and important positions in church and state." Mr. W. W. Yen writes on the educational outlook in Shanghai, and another contributor has much of interest to say in connection with the school for blind girls at Kowloon. An editorial on teaching religion is a feature of the magazine.

NAVAL NOTES.

At 11.15 a.m. to-day the British battleships *Glory*, *Ocean* and *Centurion*, the cruisers *Hogue* and *Andromeda*, and a torpedo boat destroyer left the Admiralty anchorage and proceeded through the Lyemum Pass to Mirs Bay.

Shortly after three o'clock this afternoon another British destroyer left the harbour via the Lyemum Pass, presumably to join the Fleet.

THE "SULLY"

From the *Courier Saigonais* we learn that no attempt will be made to refloat the *Sully* until the 20th inst., when advantage will be taken of the high tide in the morning, with the assistance of the cofferdam now on its way to the Bay of Along, to get the cruiser out of her perilous position. The meteorological report of to-day's date forecasts fine weather and, as it is expected that, at the outside, the *Robert Cooks*, with the pontoon will not take more than five days to reach the scene of the wreck with the continuance of favourable weather conditions success may attend this last attempt to save the valuable warship.

FIRE AT KOWLOON.

Quite a stir was occasioned in Kowloon shortly before twelve o'clock to-day when it became known that a fire had broken out on the water front. Thick clouds of white smoke were seen rolling up close to the Hongkong and Kowloon Wharf, and Godown Co.'s premises, and it was at first thought that one of the godowns was in flames. It soon became known that this valuable property was not even threatened as the fire was confined to a match shed at Tsim Tai Tsui, erected at the foot of the small hill on which an outbreak occurred some two years ago. The Fire Brigade in charge of Capt. Lyons went across the harbour and with the aid of the Yau-mat police and a couple of steamers soon had the flames subdued. It is believed that the origin of the fire was due to spontaneous combustion in a quantity of coal stacked in the match shed. The damage does not amount to much.

NEW DEPOT SHIP

FOR HONGKONG.

Among the arrivals of naval ships this morning was H.M.S. *Hecla* which was commissioned at Portsmouth early in March by Captain E. F. B. Charlton, for service as a torpedo-depot and repair ship on the China Station. She was recently re-fitted throughout, and her work shops brought up to date. The *Hecla* formerly discharged a similar duty on the Mediterranean Station, and was in the bombardment of Alexandria on July 11th, 1882. She will be stationed permanently at Hongkong.

THE BALTIC FLEET.

FULL SPEED WITHOUT LIGHTS.

Reports of the movements of detached portions of the Japanese fleet in Northern waters continue to be brought by incoming steamers. The Norwegian ship *Daguy* which entered port at half-past seven this morning reports that a few days after leaving Chefoo, when to the east of Formosa a small ship believing to be a Japanese torpedo-boat destroyer was observed under full steam with all lights extinguished.

THE THIRD SQUADRON.

Captain Davies, of the *a.s. Ningchow*, which left Singapore on the 5th inst., and arrived in port at noon to-day, reports that according to signal the Third Baltic Squadron, consisting of four battleships and two cruisers and about seven colliers passed through Singapore at 5 a.m. on that day. On the voyage up he saw nothing of either the Russian or Japanese fleets.

HONGKONG AND SHANGHAI BANK.

Owing to his departure for home, Mr. H. E. Tomkins, chairman of the Hongkong & Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr. H. A. W. Wade, deputy chairman, has been elected chairman in his place, and Mr. A. Haupt has been elected deputy chairman. Mr. F. Salinger (of Messrs. Reiss & Co.) has been appointed in the seat on the Board vacated by Mr. Tomkins.

HOMEROUND BOUND.

ROYAL MARINE DROWNED.

THE VOYAGE OF THE "BARFLEUR."

[From Our Correspondent.]

Perim Island, 16th April.
On Friday, the 7th inst., H.M.S. *Barfleur* with time-expired men from the China Squadron left Colombo and shaped a course for Perim Island. Smooth seas and pleasant breezes from S.W. prevailed, followed by moderate seas. On the 13th inst. wind shifted round to E. by N. All went well after leaving Colombo, until the morning of 10th inst., at about 10 o'clock. The bugle had just sounded, summoning the crew to their guns for general quarters, when the startling cry of "man overboard" was heard. The patent life buoy was at once dropped, the engines stopped and put to full speed astern. Both life boats were manned and lowered as quickly as possible, and by this time everyone was on the upper deck and it was whispered around that one of the invalids had jumped overboard. This proved to be correct. Private Alfred Watt, of the Royal Marines, who was suffering from disease of the brain, while taking an airing on the forecabin in charge of a keeper had broken away and jumped overboard before any one could stop him. One man managed to catch hold of him, but he quickly shook himself clear and took the fatal plunge. As only a slight sea was running, it seemed that he would be picked up but, he was suddenly lost sight of and on the boats arriving only his cap was found floating close to where the patient buoy was sinking. He had disappeared and was never seen again. Some mention was made amongst the hands of sharks, as plenty are known to infest the Indian Ocean, but it is generally supposed he became exhausted and sank to rise no more. No sharks had been sighted neither did any appear subsequently. After the ship steaming in circles about the spot where he was last seen, the boats pulling about in different directions without finding any further traces, they returned to the ship and were then reluctantly hoisted, and the ship, over which a gloom seemed to settle, proceeded on her course. Private Alfred Watt originally belonged to H.M.S. *Ocean* and was sent from that ship to hospital suffering from weakness of the brain. He was taking passage home as an invalid with H.M.S. *Venezuela's* ship's company, and lately seemed to be getting more rational, although it was acknowledged the disease was permanent and his complete recovery was regarded as hopeless. At an investigation held by Captain L. Stuart, assisted by Commander G. Gaunt, the Fleet Surgeon, and other officers, the man who was with, and in charge of, deceased at the time he jumped overboard was exonerated from blame. A Court of Inquiry will, no doubt, be held.

H.M.S. *Perseus* was sighted on Saturday, 14th inst., at 8 p.m., about 50 miles to the S.E. of Aden. After making her name and official number by masthead lamp she signalled bound for Colombo and Sydney, also, that the Russian Fleet had been sighted 100 miles from Singapore. It was rumored fighting had taken place, but no results were obtained. She also flashed "Wish you a pleasant voyage home." We arrived here to-day at 9 a.m. and are prepared to coal as soon as lighters come alongside. H.M.S. *Perseus* is here. During the trip H.M.S. *Barfleur* has made a very good passage, doing 38 revolutions, her speed averaging about 10.5 knots with a coal consumption of about 72 tons per day. Everything working well, the ship's company settled down and drilled, etc. were carried out satisfactorily. It is intended to try to gain a day on the programme to Port Said. We were actually to arrive here on 17th and so are a day early. At 10 a.m. coal arrived alongside and we are proceeding to sea at 6 p.m. to-day after taking in 400 tons coal.

A CHINESE fireman belonging to one of Messrs. Butterfield and Swire's launches was charged, before Mr. F. A. Hazeldan this morning, with the theft of a blanket and a belt containing 35 from the Post Office steam-launch. He was sent to one month's hard labour.

FIGHTING THE PLAGUE.

HOW THE INDIAN GOVERNMENT STRIVES AGAINST PREJUDICE AND IGNORANCE.

It is difficult for people in England, accustomed to modern sanitation and public health measures, to grasp the extreme difficulty attendant upon attempts to control the spread of plague in India.

My own experience of plague measures was recently obtained in the Punjab, among the villagers who furnished the soldiery and cultivate the vast grain-producing areas which constitute this province. Apart from purely humanitarian reasons, it is obviously of the greatest importance to put an end to the serious mortality which is proceeding among such an important class, and it was to this end that a special campaign was entered upon by the Punjab Government a year or two back.

One of two civil servants and a medical officer were off to each district, aided by English medical officers specially engaged. It was the duty of certain of these officials to visit villages reported as newly infected, and satisfy themselves as to the presence of plague, to ascertain how it was introduced, and to endeavour to limit the spread of infection.

Delay in the furnishing of information and its usual unreliability when furnished formed the village is the habit of women going to condole with the relatives of a friend dead of plague. They will sit in the hut with the corpse, and then convey plague to their own village.

Much is laid to the door of the rats, and one was often told by the natives that they had noticed the death of the rats before the first human case occurred.

The spread of contagion within the village itself is simple. A village consists of clusters of huts of sun-dried mud, without windows or chimneys, or through ventilation, and separated by narrow lanes. In and out of these huts the people "burrow" regardless of infection, and dust and flies are everywhere to assist. The plague officer has often to dismiss a large following of villagers, who will accompany him willingly to infected houses.

The plague officer gives general advice as to the management of cases, the burning or disinfection of infected material, and information as to the depositions from which disinfectants may be obtained. If possible, the officer requires the cleansing and disinfection of huts, and if he is very successful the village evacuates—i.e. goes into camp till the outbreak is over. This may not be possible on account of the weather, or there may be no hutting materials locally available.

But when the officer's back is turned there is no guarantee that his advice and instructions will be carried out, so that, obviously, preventive measures are most desirable, and formed the most important part of the campaign inaugurated by the Punjab Government.

USEFUL INOCULATION.
The inoculation of Haffkine's plague prophylactic is comparable with vaccination against small-pox, and, from personal experience, I can say that the discomfort is practically over in three or four days, and seldom seriously interferes with one's movements. Unfortunately so far, its protection does not last longer than six months, and, as plague recurs each year after the rains, reinoculation is necessary each season.

Two circumstances militated against success—the well-known Mulkowal mishap and the absence of compulsion. The former, whereby a number of people died from tetanus, was much less serious in point of numbers than is generally supposed, but such news spreads rapidly through the bazaars, and is also disseminated by the native Press.

A systematic inoculation tour of his district was the chief duty of each medical officer, accompanied by a native agent and staff. In each village assistance was rendered by the official headmen and local people of standing, and their desire to stand well with the Government, together with the native passion for a written testimonial, often stood the inoculating officer in good stead.

The attitude of the people varied. At times the operations were attended by cheerful assistance and applause, but generally "passive resistance" was met with. Native dislike of a new thing would account for much opposition; they do not fear vaccination against small-pox to which they are now accustomed.

FEAR OF THE GOVERNMENT.

Some believed the campaign to be a Government design to reduce the surplus population, and occasionally that the inoculator would poison the wells. Many readily consented to inoculation on being assured that they would become neither blind nor children. Speaking generally, one did but little preventive work among the Mussulmans, as compared with the Hindus, and especially with the Sikhs, although high authorities within their faith state that there is nothing in the nature of inoculation inconsistent with the principles of the Koran.

Kismet, too, created a difficulty; how can one argue with "If I die, I die"? Moreover, local priests have impressed upon their people that the inoculated would become religious outcasts after death. A Hindu interpreted this to me as a desire for burial fees.

The Punjab system of seclusion among some classes of women was also a difficulty, though occasional ones were able to overcome this by private inoculation.

Previous experience of plague and inoculation has taught something, as the occasional voluntary evacuation of a village and request for inoculation proves, but it is slow and costly.

But the fear, prejudice, and ignorance of the peasantry are to be overcome, and this, perhaps, might result from the fuller education first of the more intelligent and influential classes. Such demonstrations as that at the exhibition at Bombay on the nature and preparation of the vaccine should be of great value, and might, perhaps, be supplemented by the circulation of printed information bearing on the question.—By a Health Officer.

HORSES FOR HONGKONG.

A BIG CONSIGNMENT.

Not many weeks since we printed a Reuter telegram in our columns announcing that the Japanese Government has ordered ten thousand horses from Australia to be brought to Hongkong and taken north. We now learn that one consignment is on the way to this port and judging by the Australian papers some lively scenes were witnessed at Sydney early last month, says a writer.—It is not every day that 1,000 horses are shipped in one boat at Sydney for export, as was the case on Friday, when the 4,000-ton steamer *Virginia*, belonging to Messrs. Houlder and Company, took this number on board at Darling Island for Hongkong. Getting the animals aboard presented an animated picture, and some lively incidents were witnessed.

Outside a goods shed, truck after truck containing horses was shunted to an opening, whence a temporary alley-way led to the main deck of the vessel.

As each truck came abreast of the alley-way, the doors were thrown open and the horses driven out in a mob towards the vessel. If they jammed whilst ascending, drovers climbed up the outside of the alley-way, grabbing at trailing headropes, or prodding the frightened animals on with anything handy. The noise was deafening. Once on the main deck each horse was caught by an attendant and led to its stall. Mostly they went quietly.

One infuriated animal, however, with a vicious gleam in his eye and bared teeth, plunged wildly. A young fellow had hold of the headrope, but the steady pull on it seemed only to madden the animal. It reared, came down, rushed the man holding it, turned sharply, and lashed out. The man dropped the headrope with a groan, and fell against the stalls. The horse, feeling its freedom, dashed along the upper deck down the companion way, and leaping all obstacles galloped forward towards the fore-cabin head. In its mad career along the main deck, two other men made vain attempts to grab it, but on each the infuriated animal left its mark. At it got forward of the fore hatch, it swung to the left and caused consternation among the coloured crew and the staff of the ship. They fled in all directions, calling on all the deities known to man, as they scrambled and tumbled over one another in their efforts to reach places of safety.

Then an extraordinary thing happened. A small hatch (perhaps 6ft.) leading down to the fore-cabin, where the coloured crew bunked was open, and down this the horse shot head foremost, striking an iron upright with its head in the descent. It landed on its feet, however, with barely a bruise on its body, and was found standing jammed between the bunks in a stupid wonderment at its novel surroundings.

Each horse bore a number stamped on a diamond-shaped piece of tin fastened round its neck, and all were shoeless. Bay, brown, black, or chestnut in colour, they looked a nice level lot of from 14 to 14 1/2 hands in height. "They may look a bit weedy now," remarked an attendant, "but it's wonderful how a horse picks up at sea. Why, in a week, given good weather, they'll be a sight!"

Most of the horses, he explained, came from the south-western district, Wagga, Tabletop, Albury, and thereabouts, and range in age between 4 and 7 years. A horse being hauled and pushed up the steep incline from the main to the upper deck provided another incident. The last few yards he came with a rush, upsetting the man at the other end of the rope, rearing above him. Another drover, seeing his comrade's danger, hit the animal over the nose, and he turned, giving the fallen man time to rise. The horse now free made a dash for the clear space of deck between the officers' quarters and the bulwarks. Headed off, and driven back into the stall lines, two men cautiously tried to circumnavigate the brute and seize the headrope, but in vain. Only when another horse was brought along and gradually pushed against the fractious animal until it was jammed tight against the stall rails, was it secured.

"It is such horses as those that cause trouble on board," remarked the drover. "There's only six bad ones out of 200 that we've handled so far, and we've given each of them a double stall, so that they can thresh round a bit without doing much damage."

"There's a circus performance for you!" he continued as another black horse, impatient at restraint, danced around, pawing the air with his forefeet. "Sho, steady, old man, steady!" came the drover's voice, but instead of steady, the animal reared more wildly and at last succeeded in getting one of its forelegs over an awning beam. It took half-a-dozen men to extricate the horse from his awkward position.

The men who handled these horses are paid at the rate of £1 per week on the outward voyage, for a week on the return. There are 44 of them on board, with four superintendents, who are paid £15 for the round trip.

SHIPPING AND MAILS.

MAILS DUE.

American (*Doric*) 15th inst.
French (*Polynesien*) 15th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 23rd inst.
The C. P. R. Co.'s *a.s. Empress of India* arrived at Vancouver at 4 p.m. on 9th inst.
The H. A. L. Co.'s *Helen Allsall* from Rotterdam and Antwerp left Singapore for this port on 9th inst., and may be expected here on 16th inst.

TELEGRAMS.

[Reuters.]

Anti-Semitic Feeling in Warsaw.

London, 8th May.

There is a strong anti-semitic feeling in Warsaw in consequence of the Jewish shopkeepers and cabdrivers ignoring the Socialists. Prominent persons are persuading the Governor to investigate the disturbances. On the 8th inst., with a view to allaying popular irritation.

Great Britain, France and Japan.

A SERIOUS SITUATION.

Later.

The Times in a significant article says that no more deplorable error could be committed by France than to suppose that the complaints of Japan can be treated lightly; while everything will be done to prevent a rupture of the entente, France must remember that England will have no choice but to comply, if the facts alleged by the Japanese are established, and Japan asks us to fulfil the obligations of the alliance.

The Japanese Minister had a prolonged interview with M. Delcassé on Sunday.

The markets are weak on the international situation.

Lord Lansdowne has made earnest representations to France in reference to the necessity of a strict observance of neutrality.

An official statement in Paris says that the Government has not only sent the most positive instructions to the authorities in Indo-China to enforce neutrality regulations, but has unremittently seen to the execution of these instructions.

[Shanghai Times.]

Chang-Yen-Mao Case.

DECISION OF THE APPEAL COURT.

Penang, 3rd May.

A wire from London states that Mr. Justice Farwell has heard the appeal lodged by the Chinese Engineering Company, asking that its name should be struck out as fellow-plaintiff in the *Chang-Yen-Mao* case. The *Chang-Yen-Mao* case is a case of *Chang-Yen-Mao* v. *Moreing* and others, on the ground that *Chang-Yen-Mao* had not received authority to use the name of the Company as plaintiff with him.

After *Chang-Yen-Mao*'s counsel had been heard in argument, the judge decided to strike out the Company's name as co-plaintiff with *Chang-Yen-Mao*, and to make the Company co-defendants.

The question of costs was reserved. The amusement in court was general owing to *Chang-Yen-Mao* having won in the recent case.

[Mr. Justice Joyce, sitting in Court III, of the Chancery Division on 1st March delivered his reserved judgment in the case of *Chang-Yen-Mao* v. *Moreing* and others. The plaintiff was his Excellency *Chang-Yen-Mao* and the defendants were his Excellency *Chang-Yen-Mao* and the Chinese Engineering and Mining Company, of Tientsin, and they sought against the defendants, Mr. Charles Algernon Moreing, Messrs. Hewick, Moreing and Co., and the Chinese Engineering and Mining Company, Limited, a declaration that a memorandum, dated Feb. 19, 1901, signed by Mr. Herbert Hunter, the Chevalier de Wouters, *Chang-Yen-Mao*, and Mr. Gustav Deiring, was binding on all the defendants, and for an order for the carrying into effect of the provisions of such memorandum. The memorandum provided for the appointment of *Chang* as director-general of the defendant company for life, and for the constitution of a Chinese Board. Judgment was for the plaintiffs.

An application was afterwards made to Mr. Justice Farwell in the case of *Chang-Yen-Mao* and the Chinese Engineering and Mining Company against *Moreing* and others. Counsel (Mr. Jenkins, K. C.) stated that his Excellency *Chang* seemed to have entered into an Anglo-Chinese alliance without consulting the Chinese Engineering and Mining Company, who were co-plaintiffs with him. On behalf of that company he had a motion to strike their name off the records. As a matter of convenience, however, he asked that the matter might stand over, to become effective on 14th inst., there being an undertaking not to take any further proceedings in the action in the meantime. The learned judge consenting, the application stood over for a fortnight. The above telegram gives the decision upon this application.]

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 10th at 7.55 a.m. the barometer has risen on the E. coast of China, and fallen in Japan and N. China.

A shallow depression lies to the South of Japan, and pressure is also low over Manchuria. Pressure is highest over Central China. Gradients continue slight on the China coast, and moderate N.E. winds may be expected in the Formosa Channel and moderate N. to E. winds over the N. part of the China Sea.

Forecast:—Moderate N. to N.E. winds, fine.

THE case of death of the woman which we recorded yesterday having been certified as cerebral hemorrhage and therefore natural causes, no inquest will be held.

COTTON AS CONTRABAND OF WAR.

THE CASE OF THE S.S. "RIVERDALE"

As so much attention was attracted by the case of the crews of the steamers *St. Helena* and *Baltica* Bridge, who were charged with refusing to continue the voyage to Japan for fear of the Russians, it will not be surprising to refer to the case in which Captain George Gilbert Hay, master of the s.s. *Riverdale*, charged O. Jones at Bombay and ten other seamen on board the same steamer with refusing to do their duty, and proceed to Kobe. The Magistrate at Bombay delivered the following judgment: The accused before me are charged by Captain George Gilbert Hay of the s.s. *Riverdale* under section 83 of Act I of 1859, clauses 2 and 4, for refusing without reasonable cause to proceed to sea in his ship and for wilful disobedience of lawful command. All the accused plead not guilty. They admit having refused to do duty and say they are justified in doing so on the ground that the ship carries cotton which is a contraband of war according to Russian law and as there is every danger of their being taken prisoners by the Russian Squadron. The refusal to proceed to sea being admitted by the accused, the only question for consideration is whether the accused have a reasonable cause or not in refusing to proceed to sea in this steamer. In my opinion the accused have shown good reasons for refusing to proceed to sea. It is proved before me that this steamer carries an entire cargo of cotton. The question, therefore, arises whether cotton is a contraband of war or not. With regard to this point, the notification by the Government of India in the Finance Department, dated 6th July, 1904, and published in the *Bombay Government Gazette* of July 7th, 1904, page 260, part 1, clearly shows that the *London Gazette* of March 11th, 1904, announced that His Majesty the Tsar on the 8th and 21st, day of April was pleased to approve the order to include raw cotton in the list of articles declared contraband of war by the regulations which received the Imperial sanction on the 14th and 27th February, 1904. From this notification it is quite clear that the Russian Government have declared raw cotton as contraband of war. This being so, the question arises whether the accused before the Court are exposed to perils other than such as are incidental to a voyage for ordinary commercial purposes or not. The presence of the Baltic Squadron somewhere between Bombay and Kobe is admitted, and it could not be for a moment supposed that there is no probability of that Squadron capturing this steamer which, according to the views of the Russian Government, carries a cargo which is contraband of war. Captain Hay in his evidence says that the cotton that he carries is purely for commercial purposes. I believe the Captain when he says so. But the question that is bound to arise is whether the Russians will accept the Captain's word and treat the cargo as otherwise than a contraband of war. There is thus clearly a risk incurred by the crew of being taken prisoners and I think they are justified in refusing to proceed to sea in view of such a risk. The case of *Burton v. Pinkerton, L. R. Ex. 320* is on all fours with the facts of this case. In that case a seaman objected to proceed further on voyage, on the ground that it was illegal and involved greater risks than he anticipated when he entered into the agreement with the Captain and left the ship. He afterwards brought an action for breach of contract, and it was held to have engaged that seaman for an ordinary voyage, and that the seaman was entitled to treat as a breach of contract his employment by the captain on a voyage which would expose him to greater danger than he had originally reason to anticipate and to recover damages for the wages lost in consequence of the breach and for the inconvenience naturally resulting therefrom. In the present instance it being shown that the accused exposed themselves to the risk of being captured, I think the excuse that they give for not proceeding to sea is a reasonable one. Accordingly I hold the accused not guilty of the offence with which they are charged and order them to be acquitted.

ON WINGS OF PETROLEUM.

THE USES AND BENEFITS OF THE MOTOR BOAT.

It is probable that motor-boat racing, the offshoot of car racing, will outlive its parent. Most of us are beginning to look forward to the last of the Gordon-Bennett and to the possible banishment of all motor-car racing into the limbo of forbidden things. The lessons the Gordon-Bennett had to teach have been learnt, and an alteration in the distance or the weight of the car or some other condition will have to be made if the test is to be of any further value.

It is still otherwise with the motor-boat. There is certainly no question of the road, or more properly, the waterhog. A race on open water hardly interferes with marine traffic, and the lessons to be derived from racing are by no means exhausted.

BEHIND THE HOOD.

The best-known motor racing boats differ so vastly and in so many respects that to describe them one can only strike a comparison, and say that a motor-boat is like a motor-car inside a sea-going boat that has been built on the lines of a man-of-war's racing cutter. You sit in the stern of the boat and look forward; you might be in the tonneau of a car but for the motion of the waves. The boat I have in mind is thirty feet long and three feet beam. From her bow to amidships rises gradually a hooded cover, and at the back of this is a seat like the driver's seat in a motor-car. In front of the seat is a motor steering wheel with its ratchets for the

mixture, spark, and governor, and beside it a lever working the clutch. The sole difference between this and the motor-car is the absence of brakes.

Under the hood is the four-cylinder engine, with its wonderful array of bright copper pipes, brass tanks and force-pumps, looking to the uninitiated exactly like the engine of a powerful motor-car—and, indeed, there are only slight differences and additional pumps. The pumps on a marine motor are an important factor; some boats are more seaworthy than others, but all ship water when travelling at high speed, and this has to be pumped out as the boat proceeds, or the result would be disastrous. Ours is a good, seaworthy boat, but what sailors call "dirty." She will weather the roughest sea, but goes at it with her nose down, and we are obliged to cover her in forward, because of the wings of spray she throws up on either side. In a cross-wind they would flood us.

FACING THE STARTER.

The race I have in mind takes place annually on the outer edge of a big Continental harbour. It is open to all comers subject to certain measurements and time allowances. There were five entrants besides ourselves, representing the best motor firms of two other countries. The course had been indicated to us some time previously—a triangle, two sides of which together measured eight miles, and the base five.

Only four besides ourselves faced the starter at the mark-boat. There lay the fifth, tossing about helplessly a mile away. She had broken something—such is the perversity of machinery—that had held its hidden defect right up to the moment when her startman let her out for a preliminary dash, to reassure himself that all was well.

Our boat, which is giving away time crosses the line last. So the pleasure of watching our competitors get off while we come up behind—slowly—slowly—then with a touch of the ratchet the helmsman and driver start her away.

The shudders right through, as though she were going to be shattered, but she picks up her pace beautifully. A westerly swell and a slight cross-wind are our problems in seamanship as we dash down the line with our compass fairly dancing under the vibration.

THE WHIP OF THE SPRAY.

The boat shakes so much that you feel she is horribly over-engineered, but she moves along splendidly between the two showers of foam that she throws up on either bow, and leaves a wide white wake that seems to be racing away from her.

Despite the roar of the driven spray on the cover, and the rush of air in your ears, you can hear every detail of the engine's movement, and you can tell in an instant if anything is wrong. There ahead are four other boats—one, a long way off, the three others nearer, and two of them drawing away from the third—and almost before we have thought about them we, too, are past the third.

Three in beat; two are having a struggle on their own account for the buoy; one of them (the one we most particularly wish to beat) gets it easily, and is away on the new course, skimming along the surface of the water, hardly rising at all on the waves, yet seeming to throw up no spray, and to be going as steadily as a skimming sea-bird. The other never gets there. Something goes wrong, and we pass her in an instant, turn the buoy and wave her skipper farewell as we dash off on the next course after our competitors.

TOO MUCH OIL.

With the wind behind we let her out a little, and the racing becomes pleasant. We ship less water, and what we get falls with less than the force of hailstones. Distances seem to remain the same—no, the leading boat is coming back a little. Presently a thin smoke is blown from her; she is burning too much oil, and we know what that means. We can see her skipper (he is a Frenchman) excitedly waving directions to his engine man, and as we come up with her she is sunning by impetus alone.

The one boat ahead is going as well as ever. But we have still "a bit up our sleeve," and as we turn the mark-buoy into the last stretch we run at our top speed—a fraction above safety point, perhaps; but motor racing is a matter of such risks. We run into the teeth of the weather. The seas we churn up pour into the boat. We seem to cut right through the wave crests like a plough, and sometimes the boat appears to give a jerky sort of leap, as though she would jump them.

Our opponent skims along, his white hull travelling the surface of the waves with wonderful smoothness. Yet we have lessened the distance down to a matter of a few lengths. We are already within his time allowance. But it is an absolute win if we want, and we make an absolute win of it, racing him neck and neck to the mark-boat, and finishing with a few yards in hand.

LESSON IN FAILURE.

What the race demonstrator is a matter of history, and need not be told here. But it was in such a manner that all the most important improvements have been discovered, first by finding the need of them, and then by supplying the want. It is to racing that one must look for the many improvements that will have to be made before the motor-boat finds favour in its true field.

Already it is beginning to divide the honours of harbour work with steam; as we returned to port after the race, for example, we saw the ships receiving their evening mail from a quick motor-launch run by a postman in uniform, and numerous persons being ferried to the point in shallow launches propelled by petrol right in to the shelving shore. Every year, moreover, the number increases of those who are waking up to the advantages to cheapness and simplicity of petroleum propulsion on river and lake.

As to the boats that broke down, all one can say is that such disasters are incident to racing in any form. Quite as much of progress is due to failure as to success.

H. G. D.

SHIPPING JETSAW.

THE S.S. "KENTINGTON"

The telegram printed in one of our morning contemporaries to the effect that the s.s. *Healthburn* has left Amoy for Hongkong will be of interest to those who have watched the complications which have arisen in the Hest Line in connection with blockade running. As we pointed out in our columns a fortnight or so ago certain steamers of this line have been fixed out nominally to Manila, Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owners run the war risk themselves at any rate, that risk is not insured against. These steamers being heavily mortgaged, the mortgagese were not only them, but the rest of the fleet; and, in the case of the steamers bound for Vladivostok, have stopped them, and are giving the merchants at home notice that one cargo will be landed at Colombo, from the steamer (*Healthburn*) which recently arrived at that port; another being at Manila; and the third at Amoy, the nominal destination.

SHIPPING FREIGHT WAR.

The attack by the Hansa Line on the British India and Peninsular and Oriental Companies has led to a freight war involving other British lines. It is stated that cargoes for Calcutta are now being accepted at five shillings per ton from England and 7s. 6d. from Antwerp. The struggle originated with the Hansa's circular granting bonuses to shippers undertaking to boycott rivals.

VESSELS LOST IN THE WAR.

JAPAN STRONGER IN TONNAGE. An official list, so far as details are yet recorded, of the ships, other than war vessels, destroyed during the war has just been received from Tokyo, the latest mercantile "casualty" included being the British ship *Oakley*, taken by the Japanese on January 18 last. During 1904, Russia lost to Japan 13 vessels in all, chiefly during the early part of the year, the *Mukden*, being captured on February 6 and the *Talia*, the last in the list, on April 13. In addition to these, Japan captured and confiscated three British ships, the *Veteran*, *Nigeria*, and *Kling Arthur*, France losing the *George* and Germany the *Fulford*. In all, 5 steamships, including the British *Hasting* and *Mukden*, were taken by Japan and released during the year 1904, while the *Nidetta* and *Andrick*, sailing ships, were captured.

Russia's success on the sea during that year included the sinking of three Nippon Yusen Kaisha vessels, of 6,000, 4,000, and 3,000 tons respectively, and the *Najuno ura-Maru*, of 1,000 tons, owned privately, four other craft of small tonnage, and the privately owned *Settsu Maru*. In addition to these, Japan, of course, lost the 17 vessels sunk by themselves at the entrance to Port Arthur, the total of which is given as 35,208 tons. Notwithstanding these losses, Japan's energy has resulted in the acquisition by purchase abroad of 53 new steamers and the building of five others—in all, 144,258 tons—so that during the war period her merchant navy shows a net increase of 76,528 tons.

AN INDIFFERENT OFFICER.

This morning William Flemming, chief officer of the s.s. *Kentington*, was placed before Mr. Hazeldan, charged with neglect of duty on board the ship in the waters of this Harbour on the 8th inst.

Mr. John Hays appeared for the prosecution, the defendant being unrepresented.

In stating the case, Mr. Hays said that the defendant was frequently badly drunk on board and neglected his duty. The vessel was about to proceed on a long voyage to Mexico with Chinese passengers, and it was imperatively necessary that the officers should keep sober.

His Worship remarked that the defendant was not charged with being drunk but simply with neglect of duty. Mr. Hays replied that getting drunk was itself a neglect of duty. His Worship said if a man was drunk he could not attend to his work. Mr. Hays: That is "neglect." Defendant said he did his duty all the time as usual.

To the Court—It was a matter of indifference to him if he was discharged from the ship or not. He had been 13 years in the Company, but now his health was not good, as he had swollen feet and legs.

His Worship asked if there was no way of settling the case out of Court, or whether the Harbour Master could not deal with it. Mr. Hays said it could not be settled, and they had seen the Harbour Master and he could not discharge the man. His Worship said the case must go on.

Robert Dower, master, said that the defendant was chief officer. He remembered that at this point on the 19th of February defendant was very drunk, and witness was called from his bed at midnight, and a communication was made to him by the steward, and he went to a Chinese cook's room and saw the chief officer sitting there and beating the deck with a big stick. When told to go to his room he used most filthy and abusive language, and witness called the chief engineer to witness the man's conduct. The next day witness asked defendant to apologize for his conduct, but he only replied with worse language. On the 8th inst. he told defendant to move some timber in the 'tween decks, which he did in a most slovenly manner. He was in a state of drunkenness. He entered the saloon and banged his certificate on the table and, using filthy language, told witness he could do what he liked with it. Witness left the saloon and went to the chart-room. Next day when the shipping master went on board to sign on the crew, defendant threw his certificate down on the chart-room table and told him to send it to the Board of Trade, as he had no use for it. He was remonstrated with, and left, taking the certificate with him. Witness logged defendant, who said he was ill, and Dr. Gibbon was sent for, and he stated that defendant was suffering from dropsy. Witness never on any occasion blackguarded defendant.

Andrew Forsyth said he was chief engineer of the s.s. *Kentington*. On the 8th inst. he saw

the defendant. He was a little out of the usual, but he could not say he was drunk. He heard the Captain read an entry in the log book, to the effect that the defendant was drunk. When he signed that entry he only thought he was signing as witness to the master's signature and not as signing that the man was drunk. The usual state of the defendant was absolutely testotal.

Alexander Sutar, the second officer of the s.s. *Kentington*, said that on the 8th inst. defendant was a little under the influence of liquor. In witness's opinion he was in a fit state to go on with his work; he gave him his orders alright. When in port witness got his orders usually from the officer.

The case was adjourned for the attendance of Dr. Gibbon.

After a short adjournment, Dr. Friedrich Gibbon stated that on the 9th inst., about noon, he was on board the s.s. *Kentington*, and examined the defendant at the request of the captain. He found him to be suffering from dropsy, and slight paralysis. His heart was weak, but not diseased. His state of health could easily be brought on by excessive drinking, and thinking that he directed his questions along those lines, and was told that he had had no drink for three days; that he usually drank gin for his health's sake. He was not then in a fit state to work, and witness gave him a certificate to that effect, but did not say anything about his drinking as he did not want to do the man any harm.

A. G. Herres, shipping master, testified to the conduct of the chief officer in the chart room on Monday, the 8th inst., and gave evidence corroborating that given by the captain, added that defendant was very much excited, but witness could not say if it was the influence of liquor or not.

His Worship said the man was not fit to go to sea and that it might be as well for him to be discharged. Defendant said he was willing to take his discharge and go at once to England.

Captain Dower said he could only consent to discharge him if he undertook to go home at once, but suggested that as he would have a doctor on board it would be better for the man to go home on the ship, but not as an officer. Defendant said he would go home at once if the owners would pay his passage. Captain Dower said they would not do that. Defendant then said he had done his duty on the 8th as he had done it for the past 13 years. Mr. Hays said that the captain had no vindictive feelings against the defendant, and was acting under the instructions of the owners, and that if His Worship would convict then the shipping master could send him home as a distressed British seaman, and so he would relieve Capt. Dower of all further responsibility. His Worship said the defendant was charged with neglect of duty, but the one solitary point brought before the Court was the careless handling of some wood. There was nothing to justify a conviction, and defendant must be discharged.

COMMERCIAL.

BRITISH NORTH BORNEO.

Nothing has transpired to account for the sudden spurt in the price of these shares the other day, remarks a writer in the City column of a home journal. The accounts are not due till July, so we shall have to wait some time for definite information as to the progress of the company. There are unquestionably great possibilities in the development of this region, and reports from the oil-fields are very satisfactory. But from the dividend point of view the record has been distinctly disappointing, and it may be advisable to moderate enthusiasm until it is seen how far it is supported by a solid foundation of profit-earning capacity.

Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF SHEN-LEE SUEN, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for CREDITORS and others to send in their CLAIMS against the above Estate to the Eighth day of August, 1905.

All Creditors are accordingly hereby directed to send their Claims to the Undersecretary on or before that date.

Dated the Tenth day of May, 1905.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 9th May, 1905.

Intimations.

ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE

IRON FRAMED PIANOS

\$375, \$420, \$405

BEST MAKE OF

IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$585.

PIANOS FOR HIRE

OR ON

Credit Payments.

TALKING MACHINES

AND RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 19th April, 1905. 1905

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1905. 1905



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING and ERH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Grocers.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	10th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	13th May.
ALL PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TSINAN"	13th May.

TSINGTAO, CHEFOO and TIENTSIN	"CHIHLI"	16th "
CEBU and ILOILO	"SUNGKIANG"	23rd "

CEBU and ILOILO

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

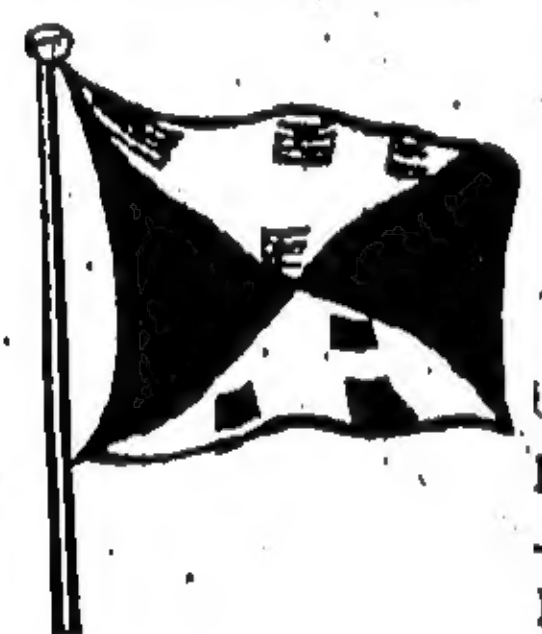
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Nottley	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	4,481	Bahle	NEW YORK	18th May, at 4 P.M.
"NORFOLK"	4,370	Schmidt	"	15th June.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,481	Bahle	May 16th, 1905.
"ARAGONIA"	4,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 20th, "
"NUMANTIA"	4,370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

J. HAN CAMERON, General Agent.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. J. P. MARTIN, Captain.

"KWONG TUNG" 1,338 tons. H. W. WALKER, Captain.

Leave Hongkong for Canton at 9 a.m. every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 a.m. every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals ...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

Agents.

Hongkong, 10th January, 1905.

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Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"HONAM," 2,363 tons.

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M.

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single ...\$2. Return ...\$4.

Second Class, Single ...\$1. Return ...\$2.

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 15, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 2nd May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 9th May, 1905.

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Consignees.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.B. "DUMBEA."

Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS...30th May.
S.S. POLYNESIE...13th June.
S.S. CALEDONIE...27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.A., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Himalaya, 6,898 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades	3,753	Geo. Wright	At May 23
Pleades	3,753	F. G. Purinton	June 30
Shawmut	9,066	E. V. Roberts	July 12
Tremont	9,066	T. W. Garlick	Aug. 8

Steamer marked (*) have no second-class passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th May, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclopedia and Ellipse Duplicator.
Hongkong, 2nd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT

GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cairne Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, BAY VIEW,
KOWLOON, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—

H. RUTTONJEE,

Hongkong or Kowloon.

Hongkong, 2nd May, 1905.

TO LET.

No. 12, KNUITSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

No. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Stearns
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (NEAR BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

Dentistry.

TSIN-TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, Des Vœux Road Central, Hongkong,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	\$795 sales { London 280 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$300 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,710	\$150,494	\$17 for 1903	\$57 buyers
China Traders Insurance Company, Limited	24,000	183.33	\$25	\$950,000 \$111,992 \$361,666 \$371,445	Nil.	\$44 for year ended 30.1.1904	\$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,110	Interim of 7/6 1904	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	£250	\$100	\$1,850,000 \$200,000 \$893,110 \$846,773 \$200,000 \$371,944 \$1,000,000 \$125,675 \$25,675	\$2,078,097	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,850,000 \$200,000 \$893,110 \$846,773 \$200,000 \$371,944 \$1,000,000 \$125,675 \$25,675	\$486,284	\$12 and \$3 special dividend for 1903	\$160
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,850,000 \$200,000 \$893,110 \$846,773 \$200,000 \$371,944 \$1,000,000 \$125,675 \$25,675	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	\$300
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,439 \$250,000 \$500,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,505	\$24,160	\$1 for second half-year 1904	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	\$124 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 24 fl. at making Tls. 44 for 1904	Tls. 55 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	\$27 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & 1/- 40 cts for year ending 30.4.04	\$371 sales \$281 sellers
Straits Steamship Company, Limited	5,000	100	\$100	\$400,000 \$130,153	\$21,231	\$10 for 1904	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 34 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	\$125 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	\$29 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	Tls. 7
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904	G. \$171
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	\$4 sellers
DOCKS, WHARVES & GODOWNS.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,653	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Gen. Fenwick & Co., Limited	5,000	\$25	\$25	\$20,000 \$8,473 \$18,000	\$8,577	\$3.75 for 1904	\$33 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$300,000 \$250,000 \$50,000	\$29,422	Final of \$24 making \$5 for 1904	\$105 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$204 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	none	\$10 div. & \$5 bonus for year end. 30/6/04	\$170 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$12 for 1903	\$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$21 bonus for 1903	\$355 buyers
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210 Tls. 59,880	Tls. 48,153	\$7 dividend	Tls. 155
Shanghai and Hongkew Wharf Company	33,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 189 sales
"Anjiong" Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,100,000	\$200,645	\$20 for 2nd half year making \$26 for 1904	\$395 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	Tls. 187 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$144 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	\$127 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	Tls. 224 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994 \$50,000	\$11,058	90 cents for 1904	\$13 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	\$308 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,616	Tls. 3 final and Tls. 2 bonus making	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	Tls. 47 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 225
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	13,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,055	Tls. 4 for year ended 31.10.1903	Tls. 371 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	\$16 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	Tls. 180
CIGARS AND TOBACCO CO.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100 buyers
Philippine Company, Limited	7,500	\$10	\$10	none	none	First year	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£161	First year	\$115 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,182	6d. per share for 1903	\$51 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	none	\$3 for 1904	\$30
Central Stores, Limited	6,000	\$15	\$12	none	\$1,502	Final of 60 cents making \$1.80 for 1904	\$21 sellers
Do.	123	\$15	\$12	\$20,000	none	None	\$100
Do. (Founders)	24,000	\$15	\$12	none	Nil.	Preferential of 7 per cent for 1904	\$8 sellers
China-Borneo Company, Limited	50,000	\$10	\$10	none	Nil.	\$1 for 1904	\$13 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	\$4 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	\$1,318	\$1 for year ending 31.7.1903	\$17
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1904	Tls. 25 sales
Fraser and Neave, Limited	4,500	\$10	\$50	\$112,500	\$2,706	\$5 div. and \$24 bonus for 1903	\$93 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	\$17 sales
Do.	50,000	\$10	\$5	\$25,000	none	First Year	\$17
Hall & Holtz, Limited	21,000	\$10	\$20	\$186,000	\$7,531	Final of \$14 making \$21	\$104
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$17 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$5 for year ending 30.11.1904	\$118 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$11,137	\$10 for 1904	\$14
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$209	Final of 70 cts. and 50 cts. bonus making	\$101
Kats Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$1.50 for the year ended 30.9.04	\$135 buyers
Lape, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	\$8 for 1904	\$140 buyers
Matshuppell, Tan & Co., Limited (Shanghai)	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,405	Tls. 35,849	£1 quarterly of Tls. 71, paid 15.3.05	Tls. 244 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	none	\$2 for year ended 31.10.1904	\$23
S. Mountie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending	\$64 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	30.6.04	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 44 for 1904	Tls. 112 buyers
Shanghai Horse Bazaar Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 10,247	\$1 for 1903	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,500	£20	£20	Tls. 1,100,000 Tls. 1,100,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000	\$1,769	\$64 for year ended 31.7.1904	\$82
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,029	None	\$24
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	\$7 buyers
Straits Ice Company, Limited	10,000	\$100	\$100	\$25,000	\$700	First year	\$150 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$250,000 \$50,000	\$84,813	\$10 for second half-year 1904	\$43 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 35 cents bonus for half year	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Tls. 2 for half year	Tls. 125
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$80	Final of Tls. 4 making Tls. 8 for 1904	\$61 buyers
Do.	100	\$10	\$10	\$20,000	none	\$20 for year ended 31.5.1904	\$180 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	\$72
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1901/1902	\$118 buyers